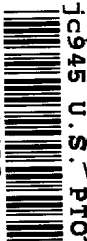


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PATENT APPLICATION

ASSISTANT COMMISSIONER FOR PATENTS

Washington, D. C. 20231

Case Docket No. 199-0850

Date: October 18, 2000

Sir:

Transmitted herewith for filing is the patent application of Inventor(s):

Bradley Staines

Bettina Veith

Thilo Roeth

For: ENGINE HOOD FOR MOTOR VEHICLES FOR THE PROTECTION OF PEDESTRIANS

Enclosed are:

- ☒ 3 sheet(s) of drawings
☒ Assignment and Cover Sheet
☐ Information Disclosure Statement, PTO Form 1449, and Copies of Citations
☒ A certified copy of 99121009.7.

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Indep Claims	1	0	80	\$ 0
Multiple Dependent Claims(s)	0		270	\$ 0
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Field of the Invention

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energy is absorbed solely in the form of local plastic deformation. The result of this is that the engine hood has a substantially softer behavior in the middle of the hood as compared with the supported edges of the hood.

Summary of the Invention

An object of the invention is to provide an engine hood which, in the event of a head impact against any place on the engine hood, always has essentially similar rigidity, in order to implement a uniform deformation behavior over the entire engine hood, taking into account minimal penetration parameters.

The engine hood according to the invention has relatively high flexural strength in its middle region. In the event of a head impact in this region, the momentum of the impact is transmitted to the largest part of the engine hood, that is to say almost the entire mass of the engine hood counteracts the impact and thus leads to the desired deceleration. In the event of a head impact at the edge of the engine hood or adjacent bearers (hinges, locks, stop buffers, etc.) which support the hood relative to the vehicle, the engine hood behaves a priori in a substantially more rigid way, since the nearby bearers form a virtually rigid support. In these regions, therefore, the engine hood is designed with lower flexural strength, with the result that the head impact energy is conducted to only a small part of the engine hood. This leads to lower deceleration due to the mass inertia of the hood and therefore compensates for the rigid behavior of the engine hood at the bearers.

The above-described functioning of the engine hood affords the following profile of flexural

strengths: next to the bearers, the flexural strength is predominantly lower than or equal to a first value B1; in the middle region of the hood, the flexural strength is predominantly higher than or equal to a second value B2, B2 being greater than B1; and in the intermediate regions, the flexural strength is predominantly higher than the value B1 and lower than the value B2. This basic profile of flexural strengths can be implemented in various design-related ways.

When the distance between the outer shell and inner shell is constant, the flexural strength may be adapted by the distribution of the shell thicknesses. The sum of all the shell thicknesses is then greater in the middle than at the edges and, in turn, greater at the edges than in the regions directly next to the bearers.

The inventive flexural strength distribution may likewise be achieved by varying the distance between the outer shell and inner shell in the region of the head impact zone. A small distance between the shells is then obtained next to the bearers. This value rises along the edges of the hood between the bearers, and the greatest distance is reached in the middle of the engine hood.

It is also possible to adapt the flexural strength of the hood by varying the modulus of elasticity of the shell materials, most easily when plastics or composite fiber materials are used. A material with a low modulus of elasticity must then be used next to the bearers, while a material with a high modulus of elasticity is used in the middle region of the engine hood.

In the case of the currently conventional sheet-metal form of construction of engine hoods, the inner shells are designed with beads. The beads have

flanges which bear against the outer shell and at which the inner shell is connected to the outer shell. Here, too, the inventive flexural strength profile is adopted. Since the beads constitute discrete individual strips, thus making it difficult to calculate the flexural strength of the engine hood, this flexural strength is determined, instead, by means of the inherent rigidities of the beads. This is permissible, because the advantageous embodiment of the engine hood requires a large number of regularly distributed beads.

The desired flexural strength profile is then achieved by adapting the flexural strength of each individual bead. This is determined at a section perpendicular to the neutral axis of the bead, all the load-bearing shells present in this section being taken into account in the calculation. The neutral axis of the bead is a line connecting two junction points where three or more beads converge.

As regards an inner shell with beads, the flexural strength may also be adapted by means of the width of the beads. For this purpose, the beads next to the bearers are designed with a very small width. This width has a higher value at the edges of the engine hood between the bearers, and the width of the beads is greatest in the middle of the engine hood.

The beads are advantageously designed as hat profiles, the profile flanges being connected to the outer shell. The hat profiles of the beads and the convergence of three beads at the junction points combine to achieve a uniform support of the outer shell. Rigidity peaks on the engine hood are consequently avoided.

This has an advantageous effect in the event of a head impact, since there is virtually the same

effective engine hood rigidity everywhere in the head impact region.

For the most advantageous design of the engine hood, it is also necessary to have an approximately uniform mass distribution over the surface area of the hood, so that any part of the hood that may be impacted by a head will have a nearly identical mass. The average weight per unit area of the engine hood is obtained by dividing the mass of the engine hood without bearers by the total area of the engine hood. A reference surface element is defined as a circular portion of the hood having a diameter of 25 cm., the approximate size of the contact area of a human head. The weight per unit area of a reference surface element is determined by taking the total mass of all the shells lying below a vertical projection of the reference surface element, and dividing by the area of the reference surface element. The weight per unit area thus obtained for each reference surface element should differ from the average weight per unit area of the engine hood by no more than 20%.

For better adaptation to the flexural strength profile and to the uniform mass distribution, individual regions of the engine hood may also be provided with additional supporting shells arranged between the inner shell and outer shell. When homogeneous supporting shells, such as plastic foams or metal honeycombs, are used, a uniform mass distribution may be achieved by adapting the density of the material of the supporting shells. For this purpose, the material of the supporting shell has different densities as follows: in the middle of the engine hood predominantly a low density, next to the bearers a predominantly high density and at the edges located

between the bearers and between the bearers and the middle of the engine hood a medium density.

Description of the Drawings

Further clarifications and exemplary embodiments of the invention are explained below with reference to the drawings, in which:

Figure 1 shows an illustration of the head impact zone on the engine hood;

Figure 2 shows a diagrammatic flexural strength profile over the engine hood;

Figure 3 shows a profile of the shell thicknesses in a cross section through the engine hood;

Figure 4 shows a profile of the shell distances in a cross section through the engine hood;

Figure 5 shows a profile of the bead widths over the cross section of an engine hood;

Figure 6 shows a top view of an engine hood inner shell with beads;

Figure 7 shows a cross-section taken along line 7-7 of Figure 6;

Figure 8 shows a cross-section through an engine hood with an additional supporting shell;

Figure 9 shows a cross section through an engine hood with a homogeneous supporting shell of varying density; and

Figure 10 shows a view of the engine hood for determining the uniform mass distribution.

Detailed Description of the Preferred Embodiment

Figure 1 shows the typical head impact region 2 for an engine hood 1. In this case, depending on the vehicle type, the front edge 3 of the head impact region is shifted forward to a greater or lesser extent. Also shown are the bearer regions 4 where the

engine hood 1 is supported very rigidly relative to the vehicle during the head impact. The bearer regions 4 coincide with components such as hinges, locks, and stop buffers arranged under the engine hood.

5 The general profile of flexural strengths over the engine hood 1 is illustrated in Figure 2. Adjacent the bearer regions 4, the flexural strength has approximately the value B1; in the middle region, the flexural strength is predominantly higher than or
10 equal to the value B2; and in the regions between the bearer regions 4 and the middle region, the flexural strength is predominantly higher than the value B1 and lower than the value B2. At the same time, the strength profile is to the greatest possible extent continuous.

15 Figures 3 to 5 show, by means of cross sections through the engine hood, several examples of how the flexural strength profile of the hood may be adapted. Figure 3 illustrates an outer shell 6 and an inner shell 7 having a varying thickness profile. The
20 inner shell 7 is composed of metal sheets of three different thicknesses. This may be achieved by welding together the various sheet-metal thicknesses, as in so-called taylor-welded blanks, or by adhesively bonding individual doubler sheets locally one on the other. In
25 this case, the sheet thickness is the least at the edge and the greatest in the middle of the engine hood. A continuous thickness profile without jumps may be implemented, both for the inner shell and for the outer shell, by means of a component made of plastic or of
30 composite fiber material.

 The inner shell 8 in Figure 4 is stiffened by means of regular beads 9 which all have the same width. The inner shell 8 is connected to the outer shell 11 at the upper bead flanges 10. The flexural strength is
35 adapted by varying the height of the beads 9: the

height 12 is small at the edge of the engine hood,
while the height 13 is greatest in the middle of the
engine hood.

The section through the engine hood in Figure
5 shows basically the same makeup as in Figure 4. The
outer shell 14 and inner shell 15 are connected via the
bead flanges 16. The flexural strengths are adapted by
varying the width of the beads: the bead width is small
at the edge of the engine hood, as indicated at 17, and
the bead width is greatest in the middle of the engine
hood, as indicated at 18. The flexural strength may
also be adapted by means of any desired combination of
the methods shown in Figures 3, 4 and 5.

Figure 6 shows a inner shell 19 for an engine
hood in a currently conventional sheet-metal form of
construction for motor vehicles, in which the engine
hood outer shell (not shown) is typically crimped
together with the inner shell 19 and adhesively bonded
to the latter. In the event of a head impact, the
hinge regions 20, the lock region 21 and the region of
the stop buffers 22 act as bearers, rigidly supporting
the hood relative to the vehicle and thus limiting
deflection of the hood. In addition, plastic
deformation regions 23 are provided at the location of
the shock absorber strut domes. In the event of a head
impact in these regions, the deformation regions 23
absorb the energy of the impact and thereby provide a
degree of protection from the rigid shock absorber
strut.

The bead pattern of the inner shell 19 is
composed of a large number of individual beads. Any
point at which three or more beads converge is defined
as a junction point, two of which are indicated by way
of example by reference numbers 26. By virtue of their
geometry, junction points 26 act as rigid local

reinforcements, which should be avoided as far as possible in the head impact region.

The cross section of bead 24 is illustrated by way of example in Figure 7. This section is taken perpendicular to an imaginary axis 25 connecting junction points 26. Inner shell 19 is adhesively bonded to the outer shell 28 via the bead flanges 27. The width of the bead 24 is obtained from the dimensions of the bead bottom 29 and the height from the dimensions of the bead webs 30. Together with the thicknesses of the outer shell 28 and of the inner shell 19, the flexural strength for the bead in this section can be calculated using these dimensions and known structural analysis formulae. The flexural strength thus determined at the locations of the individual beads is used to determine the flexural strength profile of the hood.

Figure 8 shows a cross section through an engine hood with an additional supporting shell 31 disposed between the outer shell 32 and the inner shell 33. Since the supporting shell 31 fulfills essentially a supporting function, it may be designed as a thin-walled shell, stiffened by means of beads or cups, or else as a homogeneous shell consisting of a material of low specific gravity.

Figure 9 shows, in cross section, a supporting shell formed of a homogeneous material, such as plastic foam or metal honeycomb, with the density of the material varying over the area of the engine hood. For this purpose, the supporting shell is divided into three regions: the supporting shell has a high specific density in the edge region 34 of the engine hood, a medium specific density in the inner region 35 and a low specific density in the middle region 36 of the engine hood. This varying density profile allows the

engine hood to have an approximately uniform mass distribution over the surface area of the hood, so that any part of the hood that may be impacted by a head will have a nearly identical mass.

5 Figure 10 shows how the uniform mass distribution described above is checked for the head impact region 2 of the engine hood 1. A reference surface element 37 is defined as a circular portion of the hood having a diameter of 25 cm., the approximate
10 size of the contact area between a human head and the hood. The weight per unit area of a reference surface element 37 is determined by taking the total mass of all the shells lying below a vertical projection of the reference surface element, and dividing by the area of
15 the reference surface element. Reference surfaces 37 may be defined at any desired position in the head impact region 2. Preferably, the weight per unit area of the reference surface element should differ from the averaged weight per unit area of the engine hood itself
20 by no more than 20%. The average weight per unit area of the engine hood is obtained by dividing the mass of the engine hood without bearers by the total area of the engine hood.

Various other modifications and variations
25 will no doubt occur to those skilled in the arts to which this invention pertains. Such variations and modifications, which generally rely on the teachings through which this disclosure has advanced the art, are properly considered within the scope of this invention.
30 This disclosure should thus be considered illustrative, not limiting; the scope of the invention is instead defined by the following claims.

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CLAIMS

1. An engine hood for a motor vehicle having a body, the engine hood having a deformable head impact zone for the protection of pedestrians in the event of a collision with the motor vehicle and comprising an outer shell and an inner shell, the engine hood being supported relative to the a body at bearer regions adjacent edge regions of the engine hood, wherein the engine hood has a flexural strength profile in the head impact zone according to the following:

adjacent the bearer regions, a flexural strength predominantly lower than or equal to a first value B1;

in a middle region of the engine hood, a flexural strength predominantly higher than or equal to a second value B2, B2 greater than B1; and

in intermediate regions between the bearer regions and the middle region, a flexural strength predominantly higher than the value B1 and lower than the value B2.

2. The engine hood as claimed in claim 1, wherein the outer shell has a first thickness and the inner shell has a second thickness, a sum of the first and second thicknesses in the head impact zone having a value profile according to the following:

adjacent the bearer regions (4) predominantly lower than or equal to a first value T1;

in a middle region, predominantly higher than or equal to a second value T2, T2 greater than T1; and

in intermediate regions between the bearer regions and the middle region, predominantly higher than the value T1 and lower than the value T2.

3. The engine hood as claimed in claim 2,
wherein, in the region of the head impact zone, the sum
of the shell thicknesses has a generally continuous and
rising profile from the bearers to the edges and from
5 the edges to the middle.

4. The engine hood as claimed in claim 1,
wherein a distance separates the outer shell and inner
shell, the distance varying in the region of the head
10 impact zone in accordance with the following:

adjacent the bearer regions, the distance is
predominantly lower than or equal to a first value H1;

in a middle region, the distance is
predominantly higher than or equal to a second value
15 H2, H2 greater than H1; and

in intermediate regions between the bearer
regions and the middle region, the distance is
predominantly higher than the value H1 and lower than
the value H2.

20 5. The engine hood as claimed in claim 4,
wherein, in the region of the head impact zone, the
distance between the outer shell and the inner shell
has a generally continuous and rising profile from the
25 bearers to the edges and from the edges to the middle.

6. The engine hood as claimed in claim 1,
wherein at least one of the shells is formed of a
material having a modulus of elasticity that varies in
30 the head impact zone according to the following:

adjacent the bearer regions, predominantly
lower than or equal to a first value E1;

in a middle region, predominantly higher than
or equal to a second value E2, E2 being greater than
35 E1; and

in intermediate regions between the bearer regions and the middle region, predominantly higher than the value E1 and lower than the value E2.

5 7. The engine hood as claimed in claim 6, wherein, in the region of the head impact zone, the modulus of elasticity of the shell material has a generally continuous and rising profile from the bearers to the edges and from the edges to the middle.

10 8. The engine hood as claimed in claim 1, wherein the inner shell has beads which are connected to the outer shell at bead flanges bearing against the outer shell, and the flexural strength of each bead
15 between two junction points is determined, in the region of the head impact zone, from the dimensions of the bead and of the outer shell at a section perpendicular to a neutral axis of the bead between the two junction points.

20 9. The engine hood as claimed in claim 8, wherein the beads have the following widths in the region of the head impact zone:

adjacent the bearer regions, predominantly
25 lower than or equal to a first value S1;

in a middle region predominantly higher than or equal to a second value S2, S2 being greater than S1; and

in intermediate regions between the bearer
30 regions and the middle region, predominantly higher than the value S1 and lower than the value S2.

10. The engine hood as claimed in claim 9, wherein, in the region of the head impact zone, the
35 width of the beads has a generally continuous and

rising profile from the bearers to the edges and from the edges to the middle.

11. The engine hood as claimed in claim 8,
5 wherein, in the region of the head impact zone, the beads are shaped as hat profiles and the junctions of the beads are formed predominantly by three hat profiles converging with one another.

10 12. The engine hood as claimed in claim 1, wherein, in the region of the head impact zone, the flexural strength of the engine hood has a generally continuous and rising profile from the bearers to the edges and from the edges to the middle.

15 13. The engine hood as claimed in claim 1, wherein at least one intermediate supporting shell is disposed between the outer shell and the inner shell.

20 14. The engine hood as claimed in claim 13, wherein the supporting shell has the following different densities:

adjacent a middle portion predominantly lower than or equal to a first value D_2 , D_2 being greater
25 than D_1 ;

adjacent the bearer regions predominantly higher than or equal to a second value D_1 ; and

in an intermediate regions between the bearer regions and the middle region, predominantly higher
30 than the value D_1 and lower than the value D_2 .

15. The engine hood as claimed in claim 1, wherein the engine hood without bearers has an approximately uniform mass distribution such that all
35 reference surface elements that may be defined on the

engine hood in the head impact zone, with the exception
of the bearer regions, have essentially identical
weights per unit area, with a permissible deviation
from an average weight per unit area of the engine hood
5 without bearers of not over 20%.

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ABSTRACT

The invention relates to an engine hood for motor vehicles, which possesses a deformable head

5 impact zone for the protection of pedestrians in the event of a collision with the motor vehicle. The engine hood is composed of two or more load-bearing shells and has a flexural strength profile which is low adjacent the edges and increases continuously toward

10 the middle of the hood. At the same time, the engine hood has a uniform mass distribution over the entire surface. Consequently, irrespective of the position on the engine hood, the same characteristic for the head impact is achieved everywhere. The advantageous

15 embodiment of the engine hood provides a reinforcing panel with regularly arranged beads, at most three beads forming a junction point so as to reduce local rigidities.

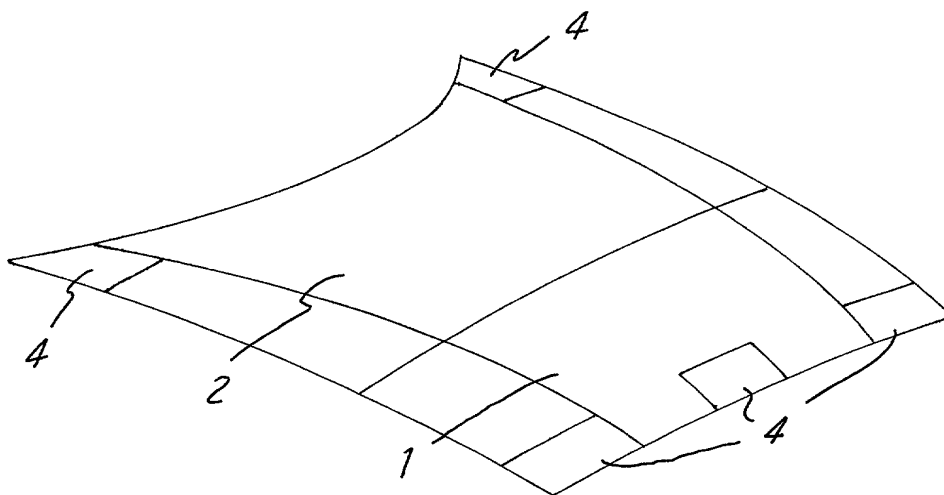


FIG. 1

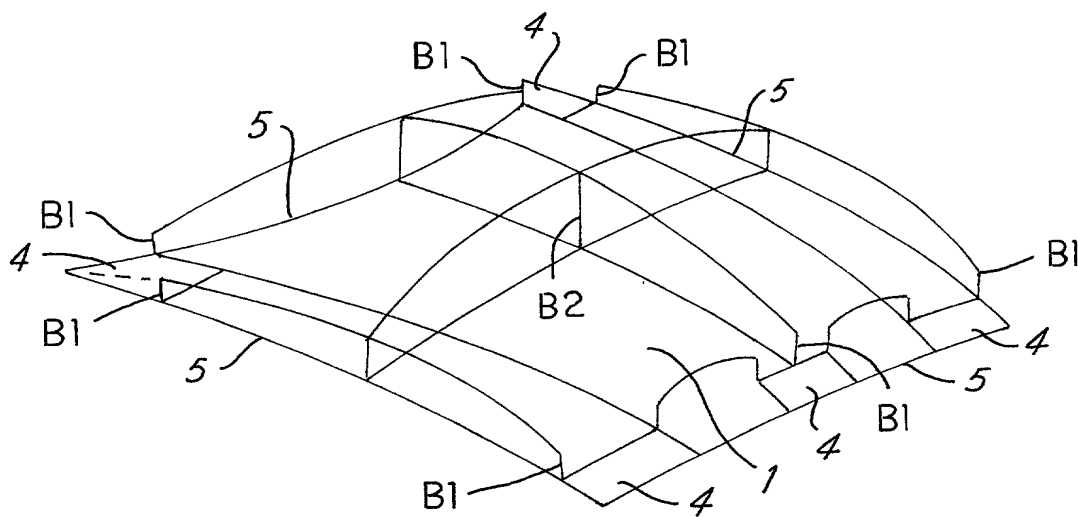
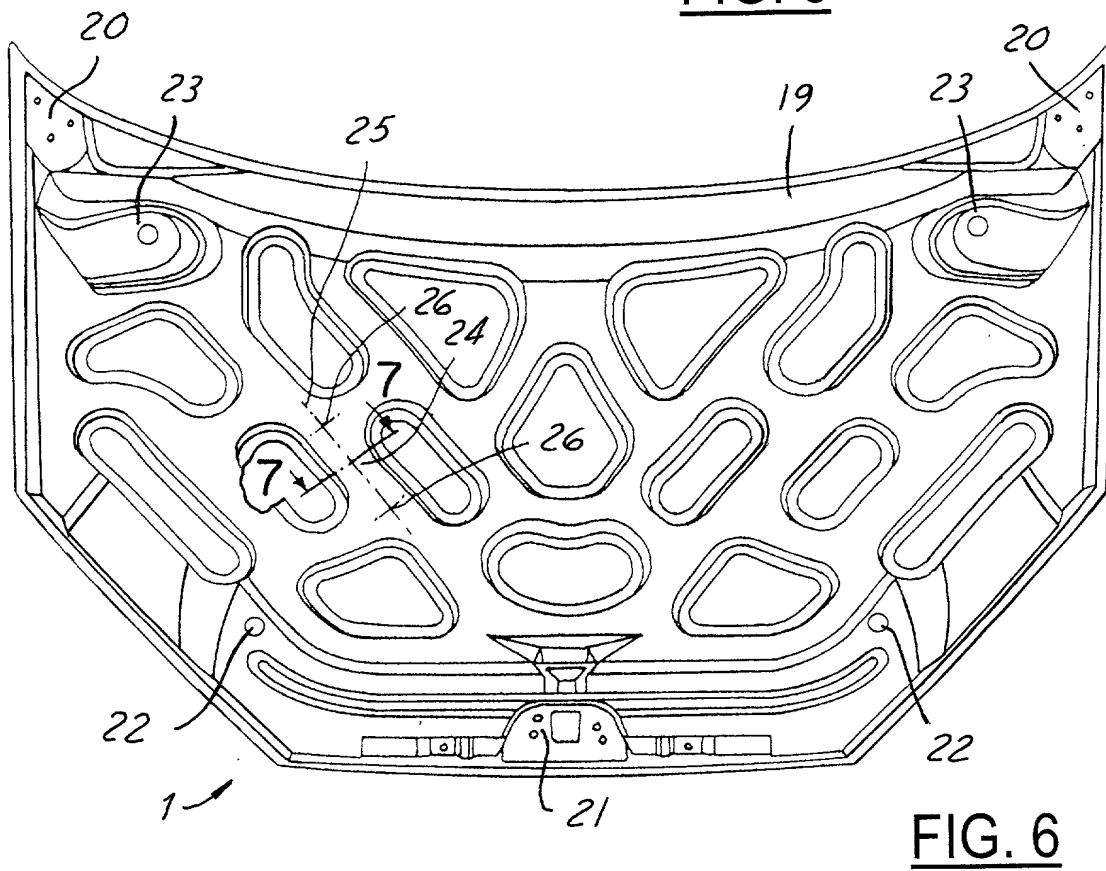
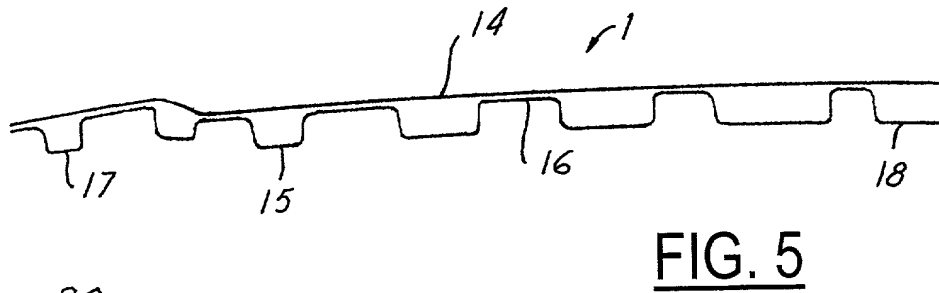
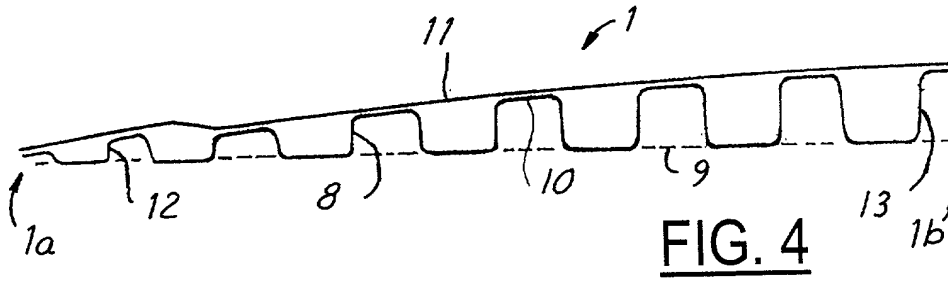
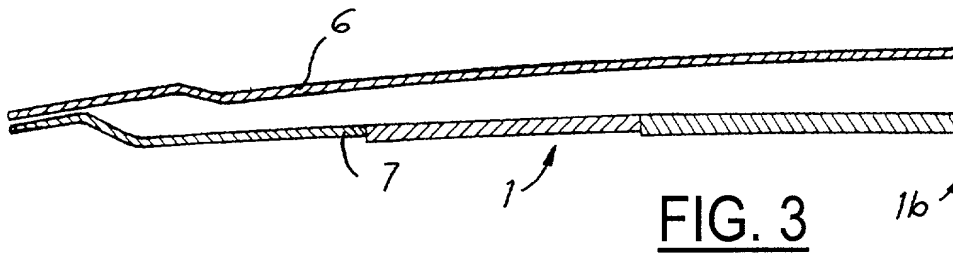


FIG. 2



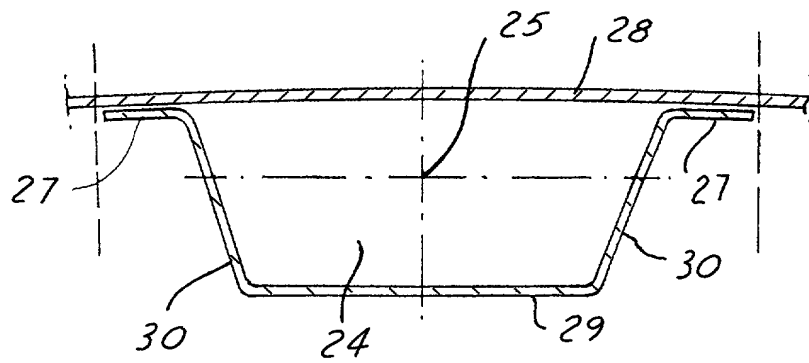


FIG. 7

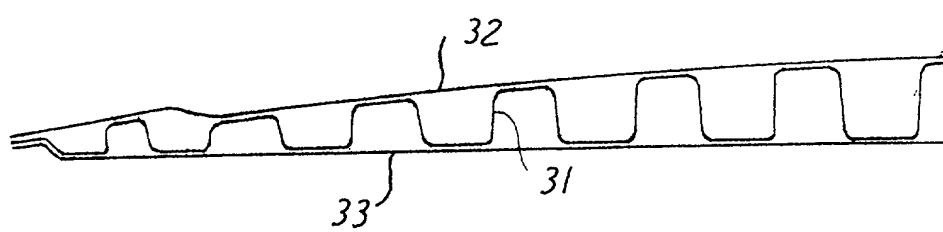


FIG. 8

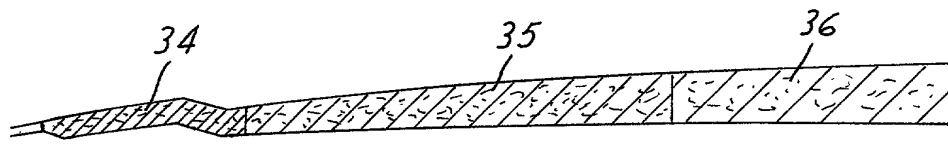


FIG. 9

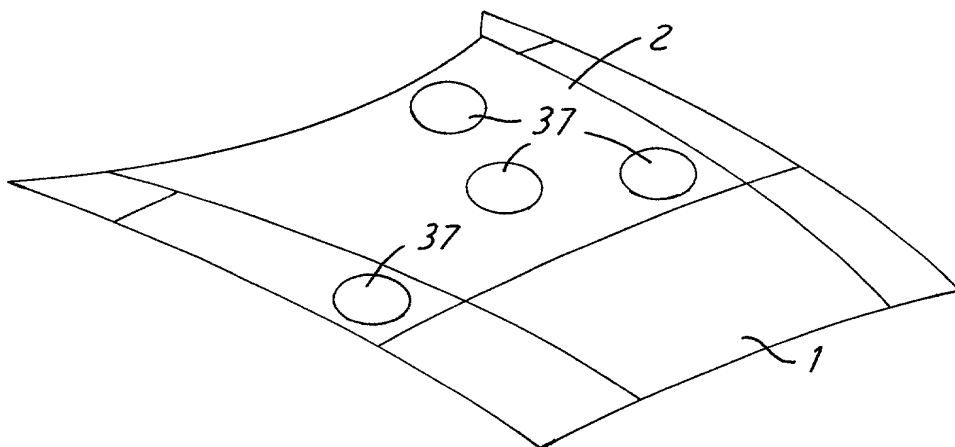


FIG. 10

DECLARATION AND POWER OF ATTORNEY - ORIGINAL APPLICATIONAttorney's Docket No.
199-0850

As a below named inventor, I hereby declare:
My residence, post office address and citizenship are as stated below next to my name;

I verily believe I am the original, first and sole inventor or an original, first and joint inventor of the subject matter that is claimed and for which a patent is sought on the invention entitled

ENGINE HOOD FOR MOTOR VEHICLES FOR THE PROTECTION OF PEDESTRIANS

the specification of which is attached hereto.

I have reviewed and understand the contents of the specification identified above, including the claims.

I acknowledge my duty to disclose information of which I am aware that is material to the examination of this application in accordance with Section 1.56(a), Title 37 of the Code of Federal Regulations; and as to application for patents or inventor's certificate on the invention filed in any country foreign to the United States of America, prior to this application by me or my legal representatives or assigns,

☒ no such applications have been filed, or

☐ such applications have been filed as follows

COUNTRY	APPLICATION NO.	DATE OF FILING (month, day, year)	DATE OF ISSUE (month, day, year)	PRIORITY CLAIMED UNDER 35 USC 119
EP	99121009.7	10/21/1999		Yes

☐ I hereby claim the benefit under 35 U.S.C. 119(e) of any United States provisional application(s) listed below.

APPLICATION NUMBER(S)	FILING DATE (month, day, year)	<input type="checkbox"/> Additional provisional application numbers are listed on a supplemental priority data sheet PTO/SB/02B attached hereto.

I hereby claim the benefit under 35 U.S.C. § 120 of any United States application(s) or § 365(c) of any PCT International application designating the United States, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. § 112, I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR § 1.56 which became available between the filing date of the prior application and the national or PCT International filing date of this application.

(Application Number) (Filing Date) (Status - patented, pending, abandoned)

(Application Number) (Filing Date) (Status - patented, pending, abandoned)

POWER OF ATTORNEY: As a named inventor, I hereby appoint the following attorney(s) and/or agent(s) to prosecute this application and transact all business in the United States Patent and Trademark Office connected therewith and to act on my behalf before the competent International Authorities in connection with any and all international applications filed by me.
(List name and registration number)

Gary A. Smith - 39,376
Roger L. May - 26,406

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600 East Parklane Towers
Dearborn, Michigan 48126 Telephone: (313) 323-0541

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code, and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

NAME AND POST OFFICE ADDRESS OF INVENTOR:	RESIDENCE	CITIZENSHIP	SIGNATURE	DATE
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